

Annex G

Methodology for Estimating Emissions from International Bunker Fuels used by the U.S. Military

Bunker fuel emissions estimates for the Department of Defense (DoD) were developed using data generated by the Defense Energy Support Center for aviation and naval fuels. The Defense Energy Support Center (DESC) of the Defense Logistics Agency (DLA) prepared a special report based on data in the Defense Fuels Automated Management System (DFAMS). DFAMS contained data for 1995 through 1998, but the data set was not complete for years prior to 1995. Fuel quantities for 1990 to 1994 were estimated based on a back-calculation of the 1995 DFAMS values using DLA aviation and marine fuel procurement data.

Step 1: Omit Extra-Territorial Fuel Deliveries

Beginning with the complete DFAMS data set for each year, the first step in the development of DoD related emissions from international bunker fuels was to identify data that would be representative of international bunker fuel consumption as that term is defined by decisions of the UNFCCC (i.e., fuel sold to a vessel, aircraft, or installation within the United States or its territories and used in international maritime or aviation transport). Therefore, fuel data was categorized by the location of fuel delivery in order to identify and omit all extra-territorial fuel transactions/deliveries (i.e., sales abroad). Table G-1 displays the fuels that remain at the completion of step 1, summarized by fuel type.

Step 2: Omit Fuel Transactions Received by Military Services that are not Considered to be International Bunker Fuels

Next, the records were sorted by Military Service. The following assumptions were made regarding bunker fuel use by Service, leaving only the Navy and Air Force as users of military international bunker fuels.

- Only fuel delivered to a ship, aircraft, or installation in the United States can be a potential international bunker fuel. Fuel consumed in international aviation or marine transport should be included in the bunker fuel estimate of the country where the ship or aircraft was fueled. Fuel consumed entirely within a country's borders is not bunker fuel.
- Based on discussions with the Army staff, only an extremely small percentage of Army aviation emissions, and none of its watercraft emissions, qualified as bunker fuel emissions. The magnitude of these emissions was judged to be insignificant when compared to Air Force and Navy emissions. Based on this, Army bunker fuel emissions are assumed to be zero.
- Marine Corps aircraft operating while embarked consume fuel reported as delivered to the Navy. Bunker fuel emissions from embarked Marine Corps aircraft are reported in the Navy bunker fuel estimates. Bunker fuel emissions from other Marine Corps operations and training are assumed to be zero.
- Bunker fuel emissions from other DoD and non-DoD activities (i.e., other federal agencies) that purchase fuel from DESC are assumed to be zero.

Step 3: Omit Land-Based Fuels

Navy and Air Force land-based fuels (i.e., fuel not used by ships or aircraft) were also omitted. The remaining fuels, listed below, were potential DoD international bunker fuels.

- Marine: naval distillate fuel (F76) and marine gas oil (MGO).
- Aviation: aviation gasoline (I13 and 130) and jet fuels (JP8, JP5, JP4, JAA, JA1, and JAB).

Step 4: Determine Bunker Fuel Percentages

Next it was necessary to determine what percent of the marine and aviation fuels were used as international bunker fuels. Military aviation bunkers include international operations (i.e., sorties that originate in the United States and end in a foreign country), operations conducted from naval vessels at sea, and operations conducted from U.S. installations principally over international water in direct support of military operations at sea (e.g., anti-submarine warfare). For the Air Force, a bunker fuel weighted average was calculated based on flying hours by major command. International flights were weighted by an adjustment factor to reflect the fact that they typically last longer than domestic flights. In addition, a fuel use correction factor was used to account for the fact that transport aircraft burn more fuel per hour than most tactical aircraft. The Air Force bunker fuel percentage was determined to be 13.2 percent. This percentage was multiplied by total annual Air Force aviation fuel delivered for U.S. activities, producing an estimate for bunker fuel consumed by the Air Force. The Naval Aviation bunker fuel percentage of total fuel was calculated using flying hour data from Chief of Naval Operations Flying Hour Projection System Budget Analysis Report for FY 1998, and estimates of bunker fuel percent of flights provided by the fleet. The Navy Aviation bunker fuel percentage, determined to be 40.4 percent, was multiplied by total annual Navy aviation fuel delivered for U.S. activities, yielding total Navy aviation bunker fuel consumed.

For marine bunkers, fuels consumed while ships were underway were assumed to be bunker fuels. The Navy reported that 87 percent of vessel operations were underway, while the remaining 13 percent of operations occurred in port (i.e., pierside). Therefore, the Navy maritime bunker fuel percentage was determined to be 87 percent. Table G-2 and Table G-3 display DoD bunker fuel totals for the Navy and Air Force.

Step 5: Calculate Emissions from International Bunker Fuels

Bunker fuel totals were multiplied by appropriate emission factors to determine GHG emissions.

The rows labeled 'U.S. Military' and 'U.S. Military Naval Fuels' within Tables 2-35 and 2-36 of the inventory were based on the international bunker fuel totals provided in Table G-2 and Table G-3, below. Carbon dioxide emissions from Aviation Bunkers and distillate Marine Bunkers presented in Table 2-8 are the total of military plus civil aviation and civil marine bunker fuels, respectively. The military component of each total is based on fuels tallied in Table G-2 and Table G-3. Carbon dioxide emissions from Military Vehicles (e.g., ships, aircraft, and land-based vehicles) presented in Table 2-8 of the Inventory were calculated by subtracting Total Aviation Bunker Fuel in Table G-2 from the Aviation Subtotal in Table G-1. Motor gasoline totals presented in Table G-1 were estimated using data provided by the military services.

Table G-I: Transportation Fuels (Gallons) from Domestic Fuel Deliveries^a

Vehicle Type/Fuel	1990	1991	1992	1993	1994	1995	1996	1997	1998
Aviation	4,598,448,617	4,562,839,684	3,734,486,874	3,610,848,549	3,246,233,617	3,099,928,836	2,941,907,277	2,697,277,157	2,764,759,609
Total Jet Fuels	4,598,420,066	4,562,811,354	3,734,463,687	3,610,826,130	3,246,213,461	3,099,909,589	2,941,897,835	2,697,272,698	2,764,740,234
JP8	3,237,979,812	3,212,905,920	2,629,624,492	2,542,565,044	2,285,822,848	2,182,802,903	2,253,149,253	2,083,641,213	2,145,890,591
JP5	1,025,356,866	1,017,416,827	832,711,655	805,142,921	723,841,496	691,218,622	615,830,878	552,771,176	515,555,835
Other Jet Fuels	335,083,388	332,488,608	272,127,541	263,118,165	236,549,116	225,888,064	72,917,704	60,860,310	103,293,808
Aviation Gasoline	28,551	28,330	23,187	22,419	20,155	19,247	9,442	4,459	19,375
Marine	686,804,408	632,606,049	646,177,528	589,374,321	478,591,649	438,906,017	487,480,143	630,895,386	659,525,514
Middle Distillate (MGO)	0	0	0	0	0	0	38,523,960	47,483,215	51,136,089
Naval Distillate (F76)	686,804,408	632,606,049	646,177,528	589,374,321	478,591,649	438,906,017	448,956,183	583,412,171	608,389,425
Other	717,112,630	590,407,552	491,679,195	415,096,699	356,061,644	310,948,460	276,899,561	251,663,665	233,468,208
Diesel ^b	93,043,994	97,878,401	102,963,996	108,313,829	113,941,631	119,861,843	126,089,660	132,641,063	139,532,867
Gasoline ^b	624,068,636	492,529,151	388,715,199	306,782,870	242,120,013	191,086,617	150,809,901	119,022,601	93,935,342
Total (Including Bunkers)	6,002,365,656	5,785,853,285	4,872,343,598	4,615,319,569	4,080,886,910	3,849,783,313	3,706,286,981	3,579,836,207	3,657,753,331

Note: Totals may not sum due to independent rounding.

^a Includes fuel consumption in U.S. and U.S. Territories.^b Growth factors used for interpolation and extrapolation of 1990 and 1996 data for other diesel and gasoline were 5.2 percent and -21.1 percent, respectively.

Table G-2: Total U.S. DoD Aviation Bunker Fuel (Million Gallons)

Fuel Type/Service	1990	1991	1992	1993	1994	1995	1996	1997	1998
Jet Fuels	861.75	855.08	699.85	676.68	608.35	580.93	539.53	495.65	501.66
JP8	445.62	442.17	361.90	349.92	314.58	300.40	308.81	292.01	306.39
Navy	56.74	56.30	46.08	44.56	40.06	38.25	39.84	46.92	53.81
Air Force	388.88	385.87	315.82	305.36	274.53	262.15	268.97	245.09	252.59
JP5	370.53	367.66	300.92	290.95	261.57	249.78	219.40	194.16	184.38
Navy	365.29	362.46	296.66	286.83	257.87	246.25	216.09	191.15	181.36
Air Force	5.25	5.21	4.26	4.12	3.70	3.54	3.31	3.01	3.02
JP4	31.90	31.65	25.90	25.05	22.52	21.50	1.05	0.05	0.03
Navy	0.02	0.02	0.02	0.02	0.01	0.01	0.00	0.00	0.00
Air Force	31.88	31.63	25.89	25.03	22.50	21.49	1.05	0.05	0.03
JAA	13.70	13.60	11.13	10.76	9.67	9.24	10.27	9.42	10.84
Navy	8.45	8.39	6.86	6.64	5.97	5.70	6.58	5.88	6.63
Air Force	5.25	5.21	4.27	4.12	3.71	3.54	3.69	3.54	4.21
JAI									
Navy									
Air Force									0.01
JAB									0.01
Navy									
Air Force									
AVGAS (113, 130)									0.01
Navy									0.01
Air Force									
Navy Subtotal	430.50	427.17	349.62	338.04	303.91	290.21	262.51	243.95	241.81
Air Force Subtotal	431.25	427.92	350.23	338.64	304.44	290.72	277.02	251.70	259.86
Total	861.76	855.08	699.85	676.68	608.35	580.93	539.53	495.65	501.67

+ Does not exceed 0.005 million gallons.

Table G-3: Total U.S. DoD Maritime Bunker Fuel (Million Gallons)

Marine Distillates	1990	1991	1992	1993	1994	1995	1996	1997	1998
Navy – MGO							30.34	35.57	31.88
Navy – F76	522.37	481.15	491.47	448.27	364.01	333.82	331.88	441.65	474.23
Total	522.37	481.15	491.47	448.27	364.01	333.82	362.22	477.22	506.11

+ Does not exceed 0.005 million gallons.